

## MOONLIGHT ON THE MOUNTAINS AROUND HENDERSONVILLE

The Witchery of the Light for Lovers  
—A Mountain Rainbow Seen in the Gloomings.

(By Old Hurrigraph.)

The beauties of mountain scenery around Hendersonville are innumerable—as many, as changeable, and as fascinating as a kaleidoscope to the eyes of a child. Standing on the pinnacle of any of the prominent mountain peaks adjacent to the bustling little city of Hendersonville, in the twilight hour, and looking at the dark green at your feet, then at the various shades of blue of the intervening mountains to the rugged outlines of the horizon traced on the pale yellow and apricot colors of the sky, as it further from the rim glows with amethyst, opal, ruby and jasper—reflections from the sun as he bids the world good-bye for the night. Now bend your head low, sideways, and look upward. You will get a vision of all colors of the rainbow, blending as harmoniously as the beautiful arch we so often see in the heavens, after a rain-storm. It is a lovely sight.

But the moonlight on the mountains! Ah, there's the charm. The moon shines brighter at Hendersonville than anywhere else. This is because, I opine, that we are closer to it than most other places in North Carolina.

Have you ever noticed that moonlight is different from any other light? There is something about it that can not be imitated—a softness, or silveriness, that cannot be fashioned with the artificial light, nor prepared by subduing the light of the sun. And a moonlight night—at Hendersonville,

on the mountains and mountain sides, along the splendid highways, meandering along the mountain trails—well, there is that connected with it which inspires.

The moonlight is a sort of molten thing that seems to have been melted and poured over the earth. It sifts through the trees, and settles about the earth as gently as the twilight falls at evening, but with a subtler touch. The shadows along the roads, and in the woods, seem more freakish, more mysterious. The fields do not appear the same as at any other time. The forms appear exaggerated, or unnatural. Even the sounds are not the same after they have vibrated through the night when the moon is shining.

And then, whether sailing unobstructed through the heavens or splattered with sweeping clouds, the moon itself attracts your attention. You cannot help looking at it—and wondering. Of course you know all about it; you have read in the books its character and its characteristics. But you wonder just the same whether it is all true—whether it is a cold and barren world, dead and forgotten by its maker, or whether there are upon it happy men and women as those who gaze upon it from the beautiful lawn of the Carolina Terrace; or whether it shines elsewhere with the brightness and glory as upon Hendersonville. The astronomers have told you things concerning it, and made it plain to you that it is uninhabited, but somehow you doubt; aye, you have your own opinions. And as you stroll through the light reflected upon our own earth, you can but wonder what the folks are doing now up there—upon their moon, which seems so warm and cheerful—whether it is really true there is "a man in the moon"—one lonesome man. What a lonesome time he must have. But what a sight of things he must see.

But the moonlight nights at Hendersonville! That's the thing! What boots it whether the wise ones know or have guessed? It is here—the moonlight; mellow and subdued, and cheerful. There are the shadowy formations, the forms and features nowhere else to be observed. There are the grandeur of the mountains on all sides; the stillness of the night; and the mysteries of the universe—the stars twinkling at you in their efforts to secure your attention—in competition with the bolder Hendersonville moon. Come up to the "roof garden" of North Carolina, and see these moonlight nights, and marvel at the wonders of nature so lavishly bestowed upon our beloved state.

Amid this beautiful mountains setting is the beautiful Carolina Terrace, in a lovely grove, that stands out most prominently among all places of public entertainment, and is modern in all respects. It caters to both summer and winter-spring patronage, with the strongest confidence that you will be well pleased in stopping at this delightful resort. As a health resort Hendersonville it is not, and cannot be surpassed. The climate is attractive, desirable and beneficial to both the robust and invalid. In selecting the place to spend your vacation, or while away the time in the fall and winter, you will make no mistake in selecting Hendersonville, and the Carolina Terrace as your stopping place.

September is one of the finest and prettiest months in which to visit Hendersonville. There is a softness in the sunshine; a mellowness in the air, and a "dew" glow in the mountains and landscapes that charms and woos you to all of the glories of the entire year.

### TOXAWAY WINTER SCHEDULE WENT INTO EFFECT SUNDAY.

The regular winter schedule went into effect on the Lake Toxaway division of the Southern railway Sunday. Connections are now being made at Hendersonville with trains for Spartanburg and Asheville.

The Carolina Special, leaving Asheville at 10:30 a. m., will connect at Hendersonville with the train leaving here at 11:25 for Brevard and the lake. The afternoon train leaving Asheville will connect with the Lake Toxaway train leaving Hendersonville at 5:20 p. m.

Returning, the morning train will leave the lake at 7:30 o'clock and will connect at Hendersonville at 10:02 o'clock. The afternoon train will leave Lake Toxaway at 2:40 o'clock connecting with the Carolina Special arriving at 6:55 o'clock.

### SCHEDULE OF VISITS BY LOCAL RECRUITING PARTY.

Captain Rolla V. Ladd announces the following schedule of visits of the local recruiting officer to adjoining towns has been approved and ordered by the Eastern Department: Every Monday morning the recruiting officer and one man of the party will visit Saluda, in the afternoon, Tryon. Every Wednesday the officer and one man will visit Arden and Asheville. Every Saturday they will visit Brevard.

These trips are made for the purpose of putting up posters and advertising the recruiting office at Hendersonville and the recruiting party will be glad to meet anyone on those dates and explain the terms of service, etc., to all who may be interested.

### DISCUSSING ELECTRIC LINE GREENVILLE TO ASHEVILLE.

W. J. Jones of Lexington, Ky., and R. N. Edwards of Indianapolis, Ind., civil engineers, were in consultation with Greenville, S. C., business men last week with regard to a proposed Interurban railway between Greenville and Asheville.

It is stated that both men, while without funds to finance such an undertaking, were capable engineers and were trying to interest Greenville capitalists in undertaking the construction of this road, which if built would of course run through Hendersonville. However, nothing definite was decided upon at the meeting, it is said.

The work of winning the world to Christ is the most honorable and blessed service in which any human being can be employed.—C. F. Schwartz.

## IMPROVEMENTS ARE CONTEMPLATED FOR THE SALUDA GRADE

Line to be Straightened and Safety Switches Abandoned—When Work Will Commence.

The Charlotte Observer learns that great changes are to be made in the famous Saluda grade, which will call for the elimination of the safety switches, a number of the turns and curves and a general relocation of the track giving two per cent grade instead of four and a half per cent. This undertaking, says the Observer, has been discussed for a long time and ever since the traffic on this division become to heavy several years ago has been under advisement by Southern Railway officials. Nothing definite however was decided upon and the famous grade with its safety switches have remained. The recent flood and its terrific toll brought the enterprise more forcefully to the attention of the officials and definite determination has been reached to make the changes.

Instead of the four and a half per cent grade there will be a two per cent grade, the track will be relocated and extended so that it will be about four miles longer than it is today; the curves and turns will be eliminated which have heretofore occasioned so much of the stress in the heavy pulling, thereby giving more of a straight-away track, and the safety switches will be abandoned. The grade will not be light enough to do away with the auxiliary engine that has heretofore stood at the foot of the mountain to push all trains up but the load will be reduced to such an extent that it will be an easy proposition. There will be no trouble whatever as to the safety of trains descending the mountain and this heavy item of expense will be eliminated. Neither Saluda nor Tryon will be left off the track nor will any changes be effected otherwise than those already stated.

As to the time when these improvements are to be made, it is stated that they will not be undertaken until after the present double track work between Charlotte and Atlanta is well under way. This will probably be by the latter part of next summer when the work on this division will be started. Recently there has been a great increase of traffic on this Spartanburg-Asheville line and hence the growing need of the elimination of this very expensive grade at Saluda. It would be possible of course for the Southern Railway engineers to reduce the grade to the extent of enabling one engine to pull almost any load on this incline but the track would have to be lengthened to the extent that it would not be an economically feasible proposition. To get such a grade, the line would have to be lengthened very much after the fashion of the tennis-racket loop on the Clinchfield, leading into Altapass. This with the volume of business on the Spartanburg-Asheville division would not be feasible.

The changing of the track and the reduction of the grade would call for the abandonment of one of the most interesting features in railway construction and operation in the South, namely the safety switches on Saluda mountain. The track drops about 800 feet in four miles and there are two safety switches with men constantly on guard, who keep their switches always on the safety track until the engineer in charge of the train gives the signal that he has his train under control. Only then does the guard open the track and permit him to descend. If no signal is given, the train is run out on the safety track until the force of gravity brings it to a halt. The engineer can then back and proceeds on down the mountain.

One of the heavy items of expense of this extraordinary grade is the wear and tear on the wheels and brakes and rolling stock generally of all trains that pass over it.

### Raleigh News and Gossip of the Week

(Special to The Hustler.)  
Raleigh, N. C., Sept. 12.—The hard-worked Congressmen are this week back home at last, after spending the entire summer at their desks in Washington. The less than two months they will have to circulate among their constituents and mend their political fences before election day will "keep them tolerably busy." Doughton and Hood, of the Eighth and Third districts, will find that Lewis and Butler have been laying traps to catch votes while the Congressmen were busy at Washington working to help carry through the splendid accomplishments of the present Democratic congress. But even the Republican campaign committee can see little hope of prizing those faithful servants of the people from their jobs. Britt in 10th will find the ground well broken for a bigger crop of Democratic voters than ever, with a particularly strong man contesting his seat. Mr. Weaver, it is said by visitors to Raleigh from that district, is making a fine impression. Democratic differences (the main thing that opened the way for Britt's election two years ago) have been all healed, and the party is thoroughly united this year, which means that North Carolina should be represented by a unanimous Democratic delegation in the next congress. "The people are with us this year for sure," said a well-known prognosticator, "and it is only necessary to get out a full vote to elect every nominee on the ticket from Woodrow Wilson to township constable." But the "stay-at-homers" on election day will share none of the credit, so let us hope they will all join the procession

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to the ballot box this year.

Commissioner of Labor and Printing Shipman and Chairman Britton, who sought an interview with Secretary of War Baker while the latter was in Greensboro Thursday night, report that they had a very satisfactory talk with the Secretary about the immediate shipment of seed (and the exact kind of seed needed) to the flood sufferers in the western counties. Secretary of War Baker promised to give the matter his immediate personal attention on his return to Washington.

Several more of the progressive counties are planning to make "county exhibits" of their resources and industries at the State Fair next month. The time is getting shorter each day and there are a number of counties that might get busy without further delay along the same line of endeavor. It is a great opportunity for the counties to advertise themselves, and this year, of all years, they should take advantage of it. Probably the largest attended Fair in a generation will open up the third week in October in Raleigh, and the fair itself in merit promises to eclipse all that have gone before.

### Chamberlain's Colic, Cholera and Diarrhoea Remedy.

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### NEGRO WAITERS HAVE SCRAP.

Two negro waiters named May and James had a difficulty at the Kernucky home the other day resulting in James being severely slashed with a knife in the hands of May. The cutting took place in the dining room just after dinner was over Friday.

ONE HOUSE, 4 Rooms and 1 acre of land 1 1-2 miles from town, will sell cheap, or exchange for a lot in town, vacant lot, or with house on it. Apply to J. H. Dickens at Guill's store. 9-713tp

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